Amendments to the Specification

Please amend the specification as follows:

Please replace paragraph 0035 with the following new paragraph:

At a step 104, controller 4 calculates rear road wheel steering angle command value $\delta*$ which enables the coincidence of calculated target yaw rate $\varphi'*$ with actual yaw rate φ'. However, map reference vehicle speed Vmap is also used for the calculation of equation (2) described above. The details of map reference vehicle speed Vmap will be described later. In addition, if the vehicle speed is lower than a predetermined vehicle speed B which [[whish]] represents a low vehicle speed, the rear road wheel steering angle command value correction processing to correct rear road wheel steering angle command value $\delta*$ calculated at a previous control period is executed. The details of the processing will be described later.

Please replace paragraph 0037 with the following new paragraph:

(Vehicle speed limiter processing during vehicle speed dependent calculation)

Next, the detailed explanation of step 102 shown in Fig. 4 will herein be made. The linear (straight line) interpolation is used to develop an error when respective vehicle speed dependent constants are set. Consequently, there is a possibility that a sense of incompatibility is given to the driver. The explanation is made on this phenomenon. To simplify this phenomenon, vehicle speed dependent constants are supposed to be set to the same values as the vehicle speed dependent constants that 2WS (rear left and right rear road wheels 2L and 2R are not steered) vehicle has. In a region equal to or below vehicle speed A shown in Fig. 5, target yaw rate $\Psi'*$ calculated on the basis of vehicle speed constants becomes equal to the yaw rate characteristic developed on 2WS (two wheel steering) vehicle. This target rear road wheel steering angle $\delta*$ calculated on the basis of target yaw rate $\Psi'*$ should be zeroed at a low speed region denoted by point A in Fig. 5. However, the control map representing vehicle speed and one of vehicle speed dependent constants has a value for each predetermined vehicle speed. Hence, a value between each vehicle speed point is derived through the linear interpolation. As shown by a map expanded view of Fig. 6, a

region in which, strictly, an actual characteristic is not coincident with 2WS characteristic is present. For example, a difference $\Delta G\varphi'$ in characteristic between actual 2WS characteristic and characteristic line by means of the linear interpolation indicates p when, for example, vehicle speed is at a speed of a1. Difference $\Delta G\varphi'$ at a time of vehicle speed of a2 indicates zero. In addition, difference $\Delta G\varphi'$ when vehicle speed is at a speed [[steed]] of a3 is q (>p). Therefore, as target yaw rate $\varphi'*$ is different from the yaw rate characteristic developed on 2WS vehicle, rear road wheel steering angle command value $\delta*$ is calculated (except zero) having a certain value. This phenomenon gives the sense of incompatibility to the vehicle driver (even if the rear road wheel is developed, the influence is less since the rear road wheel steering angle is minute and gives a constant value). However, in a case where the vehicular speed is varied, the rear road wheel steering angle is varied (the error with respect to 2WS characteristics becomes large and/or small); this is varied due to a compensation for $p \rightarrow 0 \rightarrow q$ or $q \rightarrow 0 \rightarrow p$) and, hence, there is a possibility that the sense of incompatibility is given to the driver).

Please replace paragraph 0040 with the following new paragraph:

In details, after, at step 203, controller 4 compares the first difference of the present value of vehicle speed V(n) [[(n)]] from map reference vehicle speed Vmap(n-1) with vehicular speed variation rate limit value dVlimit and, if $V(n) - Vmap(n-1) > dVlimit$ (Yes) at step 203, the routine goes to a step 204.